

AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON WEDNESDAY, 3 FEBRUARY 2010, COMMENCING AT 9.30 AM

<u>ITEM</u>	<u>TABLE OF CONTENTS</u>	<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFLICTS OF INTEREST	1
4	CONFIRMATION OF MINUTES	1
5	WAIKUMETE CEMETERY UPDATE AND 2009/2010 BUDGET ADJUSTMENTS	2
6	SEAL EXTENSION WORK PROGRAMME – 2010-2012	5
7	PEDESTRIAN FACILITY IMPROVEMENTS AROUND WAITAKERE TRAIN STATIONS	8
8	INTEGRATED CATCHMENT MANAGEMENT PLAN – PROJECT TWIN STREAMS CATCHMENT	12
9	THE CODE OF PRACTICE FOR TEMPORARY TRAFFIC MANAGEMENT	18
10	WILSHER VILLAGE – DEMOLITION OF ALL BUILDINGS AT 33 HENDERSON VALLEY ROAD	20
11	TE ATATU ROAD, TE ATATU SOUTH – ROAD CORRIDOR PROJECT	27
12	STARLING PARK SPORTS CLUB INCORPORATED – NEW LEASE AT STARLING PARK	33

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to check that no such conflicts arise in relation to any items on this agenda.



4 CONFIRMATION OF MINUTES

Meeting Minutes – 2 December 2009

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 2 December 2009, as circulated, and that they be taken as read and now be confirmed.



5 WAIKUMETE CEMETERY UPDATE AND 2009/2010 BUDGET ADJUSTMENTS

GLOSSARY

Waikumete Cemetery	(the Cemetery)
Infrastructure and Works Committee	(the Committee)
Resource Management Act 1991	(RMA)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Infrastructure and Works Committee (the Committee) with an update on the works programme for Waikumete Cemetery (the Cemetery) and to seek the Committee's endorsement to make changes to the Annual Plan 2009/2010 budget allocations for capital projects for the Cemetery.

The Annual Plan 2009/2010 provides for a number of capital projects at Waikumete Cemetery, including:

- Restoration of the Chapel of Faith;
- Construction of a public mausoleum including site developments; and
- Burial area developments and expansion of Cemetery capacity.

The above projects are all on track, but there is a need to adjust the budgets, without increasing the total amount approved by Council in the Annual Plan 2009/2010. Thus, this report provides the Committee with an update and sets out recommendations for budget changes.

In addition, it is proposed to commence feasibility planning for the provision of a reception area and a programme to improve the war graves areas.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Waikumete Cemetery Update and 2009/2010 Budget Adjustments report.
2. **Approve** budget adjustments for the 2009/2010 Waikumete Cemetery Annual Plan budget from \$3,163,318 to \$2,951,632 and the reallocation of funds between individual projects as determined by the Acting Director: City Services.

BACKGROUND

1. The Annual Plan 2009/2010 for capital work on the Cemetery, with the addition of carried forward amounts from 2008/2009, provides funding of \$3,163,318 for improvements to the Cemetery and also to carry out technical studies to provide information required under the Resource Management Act 1991 (RMA) processes being undertaken to allow expansion of the Cemetery.

DECISION MAKING

2. This report seeks approval for amendments to the approved Annual Plan 2009/2010, being adjustments within projects, and without increasing the total spend as approved, as described in Table 1 under the Resources section of this report.

Issues

Chapel of Faith in the Oaks

3. Funding of \$800,000 was provided in the Annual Plan 2009/2010 for restoration of the Chapel of Faith in the Oaks. The project tender has been received with works expected to commence in February 2010. A saving of \$ 90,000 is expected.

Public Mausoleum Site and Building

4. Funding of \$926,000 was provided in the Annual Plan 2009/2010, with a carry forward of \$64,689 from 2008/2009, for construction of a public mausoleum and site development of mausoleum areas. Further evaluation of options has determined that the scope of the public mausoleum could be reduced so that pricing for public mausoleum facilities is competitive. A saving of \$476,000 is expected and thus it is recommended that the two budget lines be reduced accordingly.

Expansion of Cemetery Capacity

5. Funding of \$151,199 was provided in the Annual Plan 2009/2010 for technical studies to provide information required under the RMA processes being undertaken to allow expansion of the Cemetery. Preliminary work to date has identified the need for additional ecological, geotechnical, heritage and legal advice. It is recommended that additional funding of \$150,801 be provided for this item.

Cemetery Roding and Footpaths

6. Funding of \$363,000 was provided in the Annual Plan 2009/2010 for roading and footpaths. Additional funding of \$50,000 is requested to complete roadway repairs following a slip at the intersection to the Bell and Paddock area that developed in 2008.

Feasibility Studies

7. No provision for funding was provided in the Annual Plan 2009/2010 for feasibility studies. It is now proposed to carry out feasibility studies for the following projects:
 - Assessment of the cost and work required for upgrading of the war graves areas. This will enable Council to apply for funding from the Department of Veterans Affairs. Funding of \$24,000 is requested for this study; and
 - It is proposed to carry out feasibility studies in 2009/2010 for the reception area planned for 2010/2011. Funding of \$30,000 is requested to commence this study in the 2009/2010 year.

Water Supply Upgrade

8. Funding of \$150,000 was provided in the Annual Plan 2009/2010 for the upgrade of the Cemetery water supply. It is considered that works amounting to \$100,000 will be carried out in 2009/2010 and it is recommended that the budget be reduced to reflect this amount.

Plant Renewals

9. Funding of \$10,000 was provided in the Annual Plan 2009/2010 for plant renewals. An assessment of the capacity, condition and health and safety suitability of the existing tractor unit and quad bike has determined that upgrades to these utilities are required as a matter of urgency. Additional funding of \$75,000 is requested to reflect this requirement.

Development of Burial Areas

10. Funding of \$320,000 was provided in the Annual Plan 2009/2010 for the development of burial areas. It has been identified that a further \$75,000 is required to complete works during this current year to provide capacity that would otherwise require significantly greater cost if initiated as a separate project next year.

STRATEGIC CONTEXT

11. Council provides cemetery facilities as an essential public health function and as a legislative requirement, while at the same time promoting heritage, cultural and environmental values.

CONSULTATION

12. Internal consultation has been carried out with Planning and Community Services and Legal Services.

RESOURCES

13. The approved and recommended budget changes are shown in Table 1 below. This table includes carry-forwards with the rationale for adjustment as noted in paragraphs 3 to 10 above. A full list of projects approved for the 2009/2010 year is included in this table.

Projects	2009/2010 Budget (\$)	Proposed Amended Budget (\$)	Comment
Chapel of Faith Restoration	800,000	710,000	Refer paragraph 3
Public Mausoleum Site	426,000	100,000	Refer paragraph 4
Public Mausoleum Building	500,000	350,000	Refer paragraph 4
Expansion of Cemetery Capacity	151,199	302,000	Refer Paragraph 5
Cemetery Roading & Footpaths	363,000	413,000	Refer paragraph 6
War Graves Feasibility Study	-	24,000	Refer paragraph 7
Reception Area Feasibility Study	-	30,000	Refer paragraph 7
Water Supply Upgrade	150,000	100,000	Refer paragraph 8
Plant Renewals	10,000	85,000	Refer paragraph 9
Development of Burial Areas	320,000	395,000	Refer paragraph 10
Roading & Footpaths	37,997	37,510	Carry-forward
Drainage and Water Supply	43,272	43,272	Carry-forward
Public Mausoleum	64,689	64,689	Carry-forward
Landscaping	18,161	18,161	No change
Replacement Seats and Bins	21,000	21,000	No change
Wastewater Installation	10,000	10,000	No change
Park Signs	30,000	30,000	No change

Projects	2009/2010 Budget (\$)	Proposed Amended Budget (\$)	Comment
Footpath Construction	38,000	38,000	No change
Security Camera Additions	45,000	45,000	No change
Property Renewals	11,000	11,000	No change
Weed Control	32,000	32,000	No change
Remedial Tree Work	20,000	20,000	No change
Manual Grass Cutting	50,000	50,000	No change
Anzac Day Preparations	2,000	2,000	No change
Environment Monitoring	20,000	20,000	No change
TOTAL	3,163,318	2,951,632	

Table 1: Recommended adjustments to the Waikumete Cemetery Capital Works Programme 2009/2010.

IMPLEMENTATION ISSUES

14. The main implementation issue is the RMA processes for expansion of the Cemetery. These will be reported to the Infrastructure and Works Committee and the Planning and Regulatory Committee by April 2010.

AUCKLAND COUNCIL TRANSITION ISSUES

15. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tony Miguel, Acting Director: City Services.



6 SEAL EXTENSION WORK PROGRAMME – 2010-2012

GLOSSARY

kilometres (km)
metres (m)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee of the proposed seal extension programme for 2010/2011, 2011/2012 and 2012/2013.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Seal Extension Work Programme 2010 – 2012 report.
2. **Approve** the list of priorities for the 2010 – 2012 Seal Extension Work Programme 2010 - 2012.

BACKGROUND

1. In the Long Term Council Community Plan 2009-2019, a total budget of \$5,110,050 was approved for converting unsealed road to sealed roads, starting from the 2010/2011 financial year. This is to meet the community's requirements and reduce the cost of maintaining unsealed roads.

DECISION MAKING

Issues

2. There are approximately 791 kilometres (km) of road network in Waitakere, of which 36.8 km are unsealed roads. As these unsealed roads are located in isolated areas, the unit cost of maintenance per 10,000 vehicles is 20 times higher when compared to sealed roads. Furthermore, the risk of pollutants in the form of dust and sediment discharging into waterways increases where these roads are in close proximity to local streams.
3. In order to establish forward planning, a prioritisation process for seal extension works was developed by Council officers.
4. The prioritisation process for seal extension works considered the following factors:
 - traffic volumes;
 - meeting the community's needs;
 - addressing environmental risks;
 - number of households being serviced by the road;
 - cost savings on maintenance and vehicle operation;
 - budget availability;
 - Annual Plan submissions and/or customer requests; and
 - Prioritisation process also considered the locations of local streams in the vicinity of these roads to minimise the environmental risks.
5. The prioritisation process assigned Low, Medium and High scores to the following attributes:
 - a) Estimated annual average daily traffic based on the number of households;
 - b) Number of submissions received;
 - c) Proximity to local streams; and
 - d) Length of unsealed section (missing link – small sections were scored high).
6. The prioritisation process identified the following prioritised list for the next three years for consideration by the Infrastructure and Works Committee:

Ward	Road Name	Length Metres (m)	Cost	Construction Year	Budget	Surplus Deficit
Waitakere	Mudgeways Road, Massey	317	\$451,763	2010/2011	514,500	62,737
Waitakere	Te Ahuahu Road, Piha	449	\$639,878	2011/2012	529,400	(110,478)
Waitakere	Seibel Road, Henderson Valley	86	\$122,560	2012/2013	542,100	419,540
	Total	852	\$1,214,201		\$1,586,000	\$371,799

Table 1 – Seal Extension Programme

Consideration of Community Views

7. The number of community requests received for seal extensions has been considered as well as submissions to the Annual Plan, and Long Term Council Community Plan process.

Preferred Option

8. The prioritisation process identified the following roads with high priority:
 - Mudgeways Road, Massey;
 - Te Ahuahu Road, Piha; and
 - Seibel Road, Henderson Valley.

STRATEGIC CONTEXT

9. The seal extension project contributes to the following community outcomes:
 - Sustainable Environment;
 - Urban and Rural Villages; and
 - Sustainable Integrated Transport.

CONSULTATION

10. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

11. Funding of \$5,110,050 has been provided in the Long Term Council Community Plan 2009 - 2019 for seal extension works, with \$514,500 in the 2010/2011 financial year, \$529,400 in the 2011/2012 financial year, and \$542,100 in the 2012/2013 financial year. Refer to Table 1 above for more detail.

IMPLEMENTATION ISSUES

12. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

13. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Canute Chandrakumaran, Team Leader: Asset Management, Transport Assets.



7 PEDESTRIAN FACILITY IMPROVEMENTS AROUND WAITAKERE TRAIN STATIONS

GLOSSARY

Auckland Regional Transport Authority

(ARTA)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval of a programme for improvements to the pedestrian facilities around Waitakere train stations.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Pedestrian Facility Improvements Around Waitakere Train Stations report.
2. **Approve** the proposed pedestrian facility improvements around Waitakere train stations.

BACKGROUND

1. Urban rail services in the Auckland region have improved considerably from the early 1990s when a close down of the then skeletal urban passenger network was being considered. At that time, the western line rail services ran approximately hourly at peak times and two hourly at off peak times during the week days.
2. Over the past 12 years, the western line rail patronage has increased by 400% and is projected to double between 2009 and 2016. The following table has a week day station by station breakdown of the patronage increase. The Auckland Regional Transport Authority (ARTA) notes that this information is only a snapshot of observations taken on a particular day at a particular time. There can be significant daily fluctuations in patronage due to factors such as weather, day of the week, time of year, and whether or not schools and tertiary institutions are in session.

	Weekday Western Line patronage										
	1997			2003			2009			Change '97 - '09	
	Board	Alight	Total	Board	Alight	Total	Board	Alight	Total	No	%
Auckland	342	319	661	390	484	874	3,169	2,876	6,045	5,384	815%
Newmarket	408	390	798	535	503	1,038	964	919	1,883	1,085	136%
Boston Rd	150	90	240	311	298	609	421	493	914	674	281%
Mt Eden	94	105	199	153	186	339	277	331	608	409	206%
Kingsland	109	103	212	159	181	340	520	565	1,085	873	412%
Morningside	66	62	128	94	115	209	235	254	489	361	282%
Baldwin Ave	123	97	220	160	134	294	375	364	739	519	236%
Mt Albert	364	328	692	392	382	774	722	726	1,448	756	109%
Avondale	122	127	249	236	242	478	519	534	1,053	804	323%
New Lynn	364	328	692	617	616	1,233	1,114	1,451	2,565	1,873	271%
Fruitvale Rd	82	97	179	162	127	289	419	389	808	629	351%
Glen Eden	205	224	429	410	362	772	791	752	1,543	1,114	260%
Sunnyvale	93	97	190	170	218	388	469	472	941	751	395%

Weekday Western Line patronage											
	1997			2003			2009			Change '97 - '09	
	Board	Alight	Total	Board	Alight	Total	Board	Alight	Total	No	%
Henderson	341	429	770	524	601	1,125	1,090	1,282	2,372	1,602	208%
Sturges Rd	98	134	232	315	265	580	584	560	1,144	912	393%
Ranui	188	92	280	363	307	670	518	471	989	709	253%
Swanson	83	79	162	186	143	329	213	248	461	299	185%
Waitakere	97	90	187	93	111	204	124	103	227	40	21%
Huapai							8	5	13		
Waimauku							1	1	2		
Helensville							3	7	10		
Total	3,329	3,191	6,520	5,270	5,275	10,545	12,536	12,803	25,339	18,794	289%

- In Waitakere, double tracking of the western rail line has been completed between Titirangi Road and Swanson Station. The New Lynn rail trench, and double tracking the remaining single track sections at Avondale and between Boston Road and Newmarket are due to be completed by mid 2010. This, along with signaling upgrades at Newmarket and Quay Park junctions will allow the introduction of 10 minute peak train services across the urban rail network. Subject to funding, ARTA is also planning on introducing six car trains into service on the western line during mid 2010.

DECISION MAKING

A1-A5

- This report requests the Infrastructure and Works Committee to approve projects to improve pedestrian facilities around train stations. Details of proposed improvements as shown on the drawings attached at pages A1 to A5.

Issues

- The Annual Plan 2009/2010 includes funding for localised improvements at railway stations in Waitakere, focused on improvements to pedestrian connectivity.

Fruitvale Road Station

- The Fruitvale Road Station street lighting upgrade has recently been completed along the roads that link the Fruitvale Road Station on Fruitvale Road and Arawa Street. The Parks Department has recently completed a project in Mason Park, adjacent to the Fruitvale Road Station, including footpath and lighting improvements and new public toilets, all of which deliver improved accessibility and service to rail customers.

Glen Eden Station

- It is proposed to close the car park exit on Glenview Road due to the substandard sightlines for motorists. This is a significant safety issue and has no impact on the number of parking spaces. The exit to West Coast Road would remain. This closure would enable an improved pedestrian connection between the platform stairs and the footpath to the intersection of Glenview Road and West Coast Road. This would strongly encourage pedestrians to use the formal pedestrian route instead of walking across the level crossing on the road which is a safety issue for pedestrians, car drivers, and rail users. It is also proposed to narrow the car park exit on to West Coast Road which is currently 10 metres wide, to reduce the distance it takes pedestrians to cross this exit.

Sunnyvale Station

8. It is proposed to provide a pair of pram crossings on the corner of Serwayne Place / Manui Place. The footpath on the western side of Seymour Road has recently been extended to Solea Road, giving a formed pedestrian access to the west-bound rail bus stop.

Sturges Road Station

9. A MAXX station name plinth will be installed at the Swanson Road entrance to the station and park and ride. This will help with raising the profile of the park and ride to the Swanson Road catchment and will help with managing station access during the replacement of the Sturges Road overbridge.

Ranui Station

10. It is proposed to upgrade street lighting on Pooks Road and Ranui Station Road which will improve the perceptions of safety for rail customers in the evenings and early mornings, as well as strengthen the connection between the Ranui Station and the Ranui town centre in the hours of darkness. A MAXX station name plinth will be improve the visibility of Ranui Station from Ranui Station Road in the direction heading to the town centre. In addition, there will be some tidy up work on Metcalfe Road near the level crossing and the installation of kerb and channel on the north side of Pooks Road. Previous works at this station included landscaping on the north side of Pooks Road by ARTA, trespass fencing installed by Kiwirail, and the installation of a footpath on the northern side of Pooks Road from the Ranui Station entrance to Metcalfe Road funded by the Council. The Council is also working with Kiwirail to remove weeds, and landscaping work on the north side of Pooks Road between the park and ride and Ranui Avenue will be completed. It is likely that the landscaping work, that will also discourage trespassing, be completed in the next planting season.

Swanson Station

11. A MAXX station name plinth sign will be installed at the Swanson Road entrance to the park and ride, and an arts feature will be installed on the new pedestrian overbridge.

Waitakere Station

12. It is proposed to seal and mark the existing informal park and ride on Township Road and provide a formed pedestrian access between Township Road and the Waitakere Station platform.

Preferred Option

13. The preferred option is to adopt the proposed physical works around train stations and start construction in the 2009/2010 financial year.

STRATEGIC CONTEXT

14. The major upgrade of rail in Waitakere continues to contribute to the achievement of the following strategic outcomes:
 - a) **Social Strategy:** build strong, resilient communities and develop community leadership, and develop Waitakere's community infrastructure and assets;
 - b) **Environment Strategy:** low carbon city encouraging planting of more trees and creating alternatives to fossil fuel use;

- c) **Transport Strategy:** make significant improvements in passenger transport, walk and cycleways and incorporate these elements, as appropriate, in road improvements. Encourage alternatives to single occupant vehicle use and implement a range of measures to manage the demand for travel, instead of building more roads or wider roads to meet predicted demand; and
 - d) **Growth Management Strategy:** a dynamic network of vibrant town centres and neighbourhoods with a social, physical, and natural fabric providing housing choice and employment opportunities for all.
15. The Waitakere City Transport Strategy's vision for transport in Waitakere is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city." The Council's strategic direction for transport is very strongly aligned with the upgrade of rail and improving access to railway stations and town centres.

CONSULTATION

16. The proposed position set out in this report follows on from previous Council resolutions which support a much improved rail system and strongly implements the Council's Transport Strategy. This report has involved consultation with Community Boards, Transport Strategy, Transport Assets, Urban Planning and Design, Parks and Open Space Assets, and Arts team staff.

RESOURCES

17. The funding for the rail station precinct upgrades of \$723,558 has been approved in the Annual Plan 2009/2010.

IMPLEMENTATION ISSUES

18. It is proposed to carry out wayfinding and signage improvements at Fruitvale Road, Glen Eden, Sunnyvale, Sturges Road, Ranui, and Swanson stations. The signs are funded by the Council but installed by ARTA.
19. It is also proposed to install MAXX station name plinth signs at Sturges Road, Ranui, and Swanson Stations. The plinths are funded by the Council but installed by ARTA.

AUCKLAND COUNCIL TRANSITION ISSUES

20. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Honwin Shen, Senior Transport Engineer: Data and Models and Darren Davis, Principal Advisor: Transport.



8 INTEGRATED CATCHMENT MANAGEMENT PLAN – PROJECT TWIN STREAMS CATCHMENT

GLOSSARY

Auckland Regional Council	(ARC)
Integrated Catchment Management Plan	(ICMP)
National Institute of Water and Atmospheric Research	(NIWA)
Project Twin Streams	(PTS)
Resource Management Act 1991	(RMA)
kilometres	(km)

EXECUTIVE SUMMARY

Under the Resource Management Act 1991 (RMA), a discharge consent from the Auckland Regional Council (ARC) is now due for the Oratia/Opanuku catchment. This catchment has become a regional priority as recent scientific reports have pointed to high levels of siltation and heavy metals flowing into its streams, along the Henderson Creek and into the Waitemata Harbour. The discharge consent will depend on completing an Integrated Catchment Management Plan (ICMP) and carrying out a comprehensive package of actions to reduce the quantum of pollution. An ICMP and implementation plan, therefore, have become urgent, as without a discharge consent, further development in the catchment is highly likely to be hindered.

Project Twin Streams (PTS) has been working in this catchment for the past five years. Whereas PTS was funded to deal primarily with water quantity issues, water quality now needs more comprehensive attention and funding. PTS, with its leading edge community development approach, has achieved high levels of community support and engagement, and its actual (and predicted) environmental, social and economic benefits have been independently documented. Its scope, however, was limited to the urban part of the catchment.

An ICMP needs to cover both rural and urban areas, which is particularly necessary in this case, as the sedimentation is primarily coming from the more rural foothills of the Waitakere Ranges. PTS is in a good position to tackle the complexities of this problem building on the firm foundation it has already established in the community. Given the conflicting priorities that the new Auckland Council will face a detailed value case needs to be established to continue and expand the work in the catchment by PTS, and Council. A budget and funding plan will be presented to Council in April 2010.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Integrated Catchment Management Plan – Project Twin Streams Catchment report.
2. **Agree** to the preparation of an Integrated Catchment Management Plan for the Project Twin Streams catchment.
3. **Direct** the Chief Executive Officer to report back to the Infrastructure and Works Committee by April 2010 with a further report covering budget and funding plan required to continue and expand the work required in the Oratia / Opanuku catchment.

BACKGROUND

1. The adverse effects of urban stormwater in the Auckland region have been causing increasing concern over the past decade. Flooding, sewer overflows, and the level of pollutants in streams and harbours have been steadily increasing as land is developed and the ratio of impermeable surfaces increases. Recently, high levels of sediment and heavy metals identified in the mid-Waitemata Harbour have been directly attributed to Waitakere catchments. The worst of these is the Oratia/Opanuku catchment. The adjacent catchment, containing the Avondale Stream and the Whau Creek which are causing similar problems, will be dealt with in a later report.
2. A major driver for action in the early 2000s in the Oratia / Opanuku catchment was the requirement of the ARC that Waitakere needed to deal with stormwater issues in parts of Henderson Valley and Sunnyvale to reduce the potential for flooding. If these were not addressed, no further growth would be permitted in the upper reaches of the catchment.
3. Council decided that the most effective approach was a package of measures which included the purchase of more than 80 affected properties, the restoration of riparian margins on 28 kilometres (km) of stream bank and to actively engage the local communities. Early on in the project, branded PTS, the Council decided to take a community development approach to build community understanding of the challenges confronting the catchment, to develop ownership of these issues and ultimately to involve the community more directly in the governance of the catchment.
4. Council applied to the former Infrastructure Auckland (now Auckland Regional Holdings) for stormwater grant funding for six riparian projects in the Oratia / Opanuku catchment including the purchase of properties. The applications included a detailed breakdown of works for each of the streams on a reach-by-reach basis. Included in the applications was an assessment of the benefits each project offered in terms of stormwater improvements together with social and economic outcomes for the local communities.
5. An ICMP is required to cover both rural and urban areas, which is particularly necessary in this case, as the sedimentation is primarily coming from the more rural foothills of the Waitakere Ranges. PTS is in a good position to tackle the complexities of this problem building on the firm foundation it has already established in the community through community involvement which has led to the devolution of ideas, initiatives and practical and technical solutions. Given the conflicting priorities that the new Auckland Council will face a detailed value case needs to be established to continue and expand the work in the catchment by PTS, and the Auckland Council. A budget and funding plan will be presented to Council in April 2010 in support of this.

Achievements to Date

6. A review of many of the documents, strategies evaluations and reports prepared over this period of time for the PTS project has confirmed a creditable number of achievements of the project so far. These include the following:
 - the successful buyout of 88 properties for stormwater management purposes without community upheaval. This process is currently being officially documented in partnership with the Ministry for the Environment as a leading edge good practice case study;

- more than 500,000 plants in the ground in order to stabilise banks, create shade, provide amenity, increase stream life, create biodiversity and act as a buffer for sediment and heavy metals;
 - the building of social capital as more than 15,000 local people from five geographic communities have engaged with the project over the past six years; and
 - capacity building and leadership skills developed, as community groups took responsibility and started to take ownership.
7. From a scientific point of view, while it is obvious that the plants in the riparian margins are still in their infancy, a group of senior scientists from Landcare Research, National Institute of Water and Atmospheric Research (NIWA) and the Engineering and Environmental Schools of the University of Auckland, doing research in the catchment, all saw the planting of the riparian margins as having a significant medium to long term benefit as one of the measures needed to help with the stormwater management in the catchment.
8. Taking a community development approach is also seen as having multi dimensional benefits. Leading New Zealand social policy expert Associate Professor, Dr Mike O'Brien, has set out the project and its benefits, in an international context of modern social policy literature.
9. Dr Mike O'Brien refers to the positive effects that are much more likely to happen if this sort of approach is taken rather than the more traditional "top down" method, or one that simply works with local groups rather than whole local communities. By taking this particular approach, and sharing resources, (which includes funding local people to work with their own communities and engage them in creative ways) he argues that a considerable contribution to civil society (as one of the four key sectors in contemporary society-alongside government, the family and the economy) is much more likely to be achieved. Dr O'Brien comments that:

"A community development approach has a vital role to play in building and drawing on this capability by encouraging engagement and active and meaningful participation.

This sense of engagement and participation which comes out of a community development approach also means that many of those who might traditionally not have taken a part in community life and community activities are enabled and encouraged to participate. Some of this has already been apparent in PTS with the participation of mental health users, 'at risk' young people and young offenders, groups which frequently do not feel engaged in their local community. Because of its sense of active engagement, a community development approach aims to draw these groups in by valuing their contribution, recognising their potential and giving them a sense of social inclusion in which their contribution matters. Rather than experiencing themselves as people to whom things happen, they begin to experience an active sense of having a possibility of contributing actively to their community and being part of that community. Community development contributes then to social cohesion."

10. Dr Mike O'Brien also points out that these processes are medium to long term processes. Just as the riparian planting is in its infancy, the benefits of taking a community development approach unfold over time:

"It is an approach which has significant social, environmental, economic and cultural outcomes but requires long-term commitments if it is to produce real, substantial and sustained results."

11. The initial actions of property purchase, riparian restoration and developing community engagement and ownership, have been very successful but to achieve the statutory discharge consent, required under the RMA, and to deal more comprehensively with the water quality issues, additional measures now need to be put in place.
12. Recent scientific studies of the Henderson Creek and the mid Waitemata Harbour commissioned by the ARC from NIWA reveal the high levels of heavy metals and sediment coming from the Henderson Creek and into the Waitemata Harbour. Of the Waitakere catchments draining to the Waitemata Harbour the Henderson Creek is contributing the highest levels of copper, zinc and lead contaminants.
13. Aucklanders enjoy swimming, fishing and boating in and on the Waitemata Harbour while New Zealand trades on its clean green image. The impact of this deterioration of the water quality coming from this catchment will not only have a serious impact on fish, shell fish and invertebrates in the streams and harbour but also has negative consequences economically and socially for Waitakere communities and the Auckland region. Regionally, therefore, this catchment is seen as a high priority for action.

Causes of Pollution

14. Studies by NIWA, Landcare Research and the University of Auckland have shown that most of the heavy metals come from the urban areas of the catchment, while large part of the sediment comes from the foothills.
15. The two primary causes for the heavy metal component of the water pollution are the impact of vehicles on roads, and from (older) corrugated iron roofs, but other contaminants enter streams from such sources as artificial fertilisers, litter, waste material from industrial sites, and the illegal dumping or leakage of toxic waste directly into streams.
16. The majority of sediment, on the other hand, comes from the foothills, from a wide range of human activities: stock grazing up to the edge of banks, earth moving, and the absence of riparian margins, unmetalled roads and crumbling road edges as well as from natural processes.
17. The catchment itself has been gradually urbanised over the past 100 years, moving from forest to rural to urban. In geomorphological terms, the lower part of the catchment has always been naturally prone to ponding, urbanisation with its greatly increased levels of impermeable surfaces (eg. roads, pavements, building platforms) has drastically affected this natural process. Stormwater instead of sinking into the earth, slowing down and being cleansed by the earth, flows quickly along concrete and tarseal, is picked up by pipes, and increases in velocity. It then gushes out into streams causing erosion, distributing pollution and from the thermal mass of the impermeable surfaces raises the temperature of the water.
18. Experts consider that significant improvement can be achieved with a comprehensive package of measures put in place over a period of time and, importantly, with the ownership and active support of the community.

Risks of Inaction

19. Apart from the statutory need to create a catchment plan (ICMP) to deal with current stormwater issues, there are three new future threats to the health of the streams and the harbour in the Oratia / Opanuku catchment that make addressing these issues more pressing. These stem from:
 - predicted population growth;
 - economic growth; and
 - the global threat of climate change - extreme weather events and sea level rise.

20. All these will further strain the capacity of the catchment to deal with increased impermeable surfaces, sudden deluges of rain or droughts, and the wide range of human activities that impact adversely on the water quality and the life of the streams.
21. Without an ICMP, development in this part of the City is highly likely to be constrained. It would not be seen as responsible to allow unmitigated development, increasing the potential for flooding and increasing the siltation and contamination of the Waitemata harbour

DECISION MAKING

Issues

- A6-A7
22. To address the statutory requirements, an ICMP is being prepared. The issues to be addressed in the ICMP are attached at pages A6 to A7. This will contain the history of the catchment, the options for management, the preferred option and consultation with its communities. Traditionally ICMPs were narrowly focussed on stormwater and infrastructural solutions such as stormwater ponds. Now there is a growing awareness that there needs to be a much more comprehensive approach, including techniques such as low impact urban design and encouraging changes in human behaviour.
 23. PTS, using a community development method, has already successfully engaged many of the communities in the urban part of Oratia / Opanuku catchment, in the restoration of 56km of stream banks. A number of properties have been purchased for stormwater management. Now, in addressing the wider issues necessary to gain a discharge consent, the scope of work needs to be widened to: include the foothills; continue the validated community development approach; include the 215km of streams and tributaries not covered in the first iteration of PTS; build on the efforts of the Parks Department over a number of years to work with land owners; and develop a comprehensive package of measures to restore the catchment.
 24. In consultation with the University of Auckland, NIWA and Landcare Research, the most appropriate methods to tackle these issues are being considered and need to be prioritised. The package of measures will draw on a range of interventions both infrastructural and natural such as:
 - stormwater ponds;
 - rain gardens;
 - bio-filters;
 - tree pits;
 - swales;
 - overland flow path detention areas;
 - riparian margins;
 - woody debris to create natural habitat;
 - stream bank retaining devices; and
 - reducing the impacts of culverts and of stormwater pipes coming into the streams.
 25. Given the current predictions for significant climate change it may also need to include buying houses at risk from future weather patterns.

26. Sitting alongside this will need to be a range of supplementary measures which could contain:
- incentives such as providing assistance to urban people deal with catchment from roofs, assistance with fencing of rural land, or reforest parts of the catchment. Any of the rural measures will need to link with the Local Area Plans currently underway as a requirement of the Waitakere Ranges Heritage Area Act 2008;
 - regulatory measures: such as the possibility of reviewing riparian margin widths and ratios of impermeable surfaces;
 - wider Council measures: such as transport initiatives round walk ways and cycleways; and
 - active use of low impact urban design practices and principles.

Consideration of Community Views

27. In order to comply with the RMA, Council must lodge an ICMP with the ARC by October 2010. In developing an ICMP there is a statutory requirement to consult and the results of consultation will be presented in a later report.

STRATEGIC CONTEXT

28. The Council is strongly committed to finding a sustainable path for all of the services it provides. This commitment is captured in the 'eco city' vision:

"Waitakere City will be known internationally as a sustainable city that:

- *Celebrates and sustains its people;*
- *Has a strong sustainable economic base;*
- *Honours its environment; and*
- *Builds on its cultures and heritage."*

29. The ICMP will contribute to the strategic framework defined in the Long Term Council Community Plan 2009-2019, and in particular to the following strategies:

- Environment – network of green clean air, clean water;
- Social – strong connected communities and neighbourhoods; and
- Growth management – will enable growth in the catchment.

30. It also aligns with the Council's Environmental Strategy.

31. Internationally the approach suggested in this report is in line with leading edge global policy on integrated water resources management, first defined at the Rio Conference 1992 and the Agenda for the 21st Century. This policy direction recognises the importance of building capacity in the community and actively involving communities in the decisions that affect them, frequently referred to as: *"building community understanding, ownership and uptake."*

CONSULTATION

32. The ICMP forms the basis of consultation and it is in the enactment of that plan in which full consultation will begin. Consultation will include but not be limited to internal staff, Elected Members, PTS community engagement groups, and relevant external agencies.

RESOURCES

33. Funding of \$850,000 has been provided in the Annual Plan 2009/2010 to prepare the ICMP for the PTS Catchment. However, funding for implementation has not been provided in the Long Term Council Community Plan 2009-2019.

IMPLEMENTATION ISSUES

34. The work programme is set out in the table below:

Activity	Milestone
Prepare scope of ICMP and Options, report to Infrastructure and Works Committee.	April 2010
Detailed ICMP content, report to Infrastructure and Works Committee.	July 2010
Final ICMP, approval by Infrastructure and Works Committee to lodge with ARC.	September 2010

TRANSITION ISSUES

35. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Tony Miguel, Acting Director: City Services.



9 THE CODE OF PRACTICE FOR TEMPORARY TRAFFIC MANAGEMENT

GLOSSARY

Code of Practice for Temporary Traffic Management	(COPPTM)
Traffic Management Plan/s	(TMP/s)
Local Road Supplement	(LRS)

EXECUTIVE SUMMARY

The purpose of this report is to seek the approval of the Infrastructure and Works Committee to formally adopt the Code Of Practice for Temporary Traffic Management (COPPTM) including any supplements or amendments for all road related works, and event management in Waitakere.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Code of Practice for Temporary Traffic Management report.
2. **Approve** that the Code of Practice for Temporary Traffic Management including the Local Roads Supplement be used as a guideline based on industry best practice for use for temporary traffic management control for roads in Waitakere.

BACKGROUND

1. The COPPTM was introduced some time ago by Transit New Zealand (formally New Zealand Transport Authority) as a New Zealand wide best practice guideline for temporary traffic management.
2. Council departments and utility operators have been using this standard as a basis for preparation of Traffic Management Plans (TMPs).
3. During 2008 a Local Road Supplement (LRS) was released which provides a set of more detailed plans exclusively for use on the more local roads that Council is responsible for.

DECISION MAKING

Issues

4. To ensure safe and efficient temporary traffic management, the LRS to the COPPTM is based on the following principles:
 - TMPs must be consistent throughout New Zealand;
 - All on road activities must be carried out in accordance with a TMP that has been approved by the Road Controlling Authority. The officers able to approve the TMP will be identified in the Delegations Register;
 - The safety of road users and road workers must be an integral part of all activities carried out on the road, from planning the activity through to completion;
 - Clear and positive guidance must be provided for road users approaching, travelling through, and exiting the work site;
 - Activities on any road should be planned so as to cause as little disruption, delay or inconvenience to road users as possible without compromising safety; and
 - Level two roads will be recognised as such and the latest edition of New Zealand Transport Agency's COPPTM shall be relevant to those roads.
5. All roads in Waitakere are classed as level one roads. However, due to traffic volumes it is appropriate to have level two signage on some of the City's roads. These roads have been identified and are listed below:
 - Great North Road;
 - Rata Street;
 - Titirangi Road from Great North Road to Margan Avenue;
 - Universal Drive roundabout;
 - Lincoln Road;
 - Te Atatu Road from Edmonton Road to Titoki Street;
 - Edmonton Road; and
 - Hobsonville Road.
6. The purpose of adopting the COPPTM now is to maintain consistency throughout the Auckland region. COPPTM guidelines are currently used throughout the whole of the Auckland region.

STRATEGIC CONTEXT

7. Council's Transport Strategy provides the strategic context for this report. The vision is for effective services, and for City travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety around work sites.

8. The application of appropriate standards for temporary traffic management is necessary for safe operation and maintenance of the road network.

CONSULTATION

9. Use of the COPPTM and the LRS are common among the other Auckland regional local authorities, and with companies already using this standard, no formal consultation was considered necessary.

RESOURCES

10. No additional resources are required for this report.

IMPLEMENTATION ISSUES

11. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

12. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Jane Harris, Transport Technician.



10 WILSHER VILLAGE – DEMOLITION OF ALL BUILDINGS AT 33 HENDERSON VALLEY ROAD

GLOSSARY

Housing for Older Adults	(HFOA)
Wilsher Village	(the Village)
Metres squared	(m ²)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee for the demolition of the vacant buildings located at 33 Henderson Valley Road, Henderson (which forms part of Wilsher Village (the village)).

The bulk of the units at 33 Henderson Valley Road, at 22m², are considered too small to be tenanted, and therefore will remain vacant, or will require significant expenditure to bring them up to minimum habitable condition including an increase to the floor size.

In June 2008, all tenants at the Village were relocated to the site at 21 Henderson Valley Road. The site at 33 Henderson Valley Road remains vacant and is subject to on-going vandalism.

Due to the current high maintenance cost and significant risk of large scale damage from arson, it is proposed to demolish the existing vacant buildings on the site at 33 Henderson Valley Road prior to final approvals on the major redevelopment project. This proposal was agreed to, in principle, at an informal meeting of Councillors on 15 December 2009.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Wilsher Village – Demolition of all Buildings at 33 Henderson Valley Road report.
2. **Approve** that the buildings located at 33 Henderson Valley Road, Henderson, be demolished once a building consent is obtained.

BACKGROUND

1. Council owns 336 Housing for Older Adult (HFOA) units in 12 locations throughout the City. The assets in this portfolio are considered to be strategic assets, and any changes to the asset base must comply with Council's Significance Policy.
2. A major refurbishment project on Council's HFOA villages commenced in 2007. The aim of the project was to modernise the HFOA units and ensure that housing is provided in a suitable condition, and appropriate for tenants.
3. At its meeting on 8 December 2005, the City Development Committee meeting resolved the following:
 - “1. *That the Council confirms that it has a positive and ongoing role in the provision of housing for older adults*
 2. *That the Council make a commitment to the existing tenants to:*
 - a) *safeguard their well-being;*
 - b) *safeguard their tenancy;*
 - c) *ensure they are properly and comfortably housed; and*
 - d) *ensure that any change as a result of the review will be 'safe'.*
 5. *That no further policy work is required on the option of outright disposal or change of use of housing for older adults portfolio.”*

(Part) 2418/2005

4. Due to the size and the condition of the units at the Village, and the potential of the site for redevelopment, the village was treated separately to other villages in terms of improvement.
5. The Village was built in 1967 and is the largest of Council's 12 HFOA villages. The Village is set over two separate sites, with 38 units located on the site at 21 Henderson Valley Road, and 30 units, a community hall and a small community work shed located at 33 Henderson Valley Road.
6. Investigation commenced into a major redevelopment project in 2006, which included the purchase of five additional properties to square up the site. The project aims to replace Council's existing 68 units at the Village and integrate these units into a larger development targeted exclusively at older adults and comprising of a mix of Council and privately owned units.
7. Council has now purchased all of the five additional properties. The business case for the development is being tested in the current market and final preparations are being made to ensure that any requirements of the Auckland Transition Agency are met. Resource consent is expected to be lodged in the next month, with construction work estimated to commence in July 2011.

8. At 33 Henderson Valley Road, there are 26 bedsit units with internal floor space of 22m². The average unit in the HFOA portfolio is 30 m² which is now considered to be the minimum habitable size.
9. There are four double bedroom units with internal floor space of 30m² located at 33 Henderson Valley Road, although not considered appropriate to upgrade due to the on-going incidence of vandalism and security concern at this site.
10. Both sites are on a regular grounds maintenance schedules, including lawn mowing every two weeks, and garden maintenance every two months.
11. The cost of the upgrades on the units at 21 Henderson Valley Road, carried out between May to June 2008, was \$250,000 and included the following:
 - Small extensions on 12 bedsit units to make the space more usable, and to allow room for a fridge in the kitchen;
 - Repainting, and replacement of floor coverings in units to be occupied; and
 - Redesign of kitchens to allow for new stoves.
12. There have been no issues with vandalism at 21 Henderson Valley Road, and all maintenance on units is undertaken within appropriate timeframes.

DECISION MAKING

Issues

Vandalism at Wilsher Village – 33 Henderson Valley Road, Vacant Site

13. In 2006 it became apparent that there would likely be delays to the proposed redevelopment of the village site. A sum of \$500,000 was allocated in the Annual Plan 2007/2008 to undertake minor internal upgrades on the occupied units at the village to ensure tenants were living in safe and healthy conditions whilst options for future development were being assessed.
14. Due to the proposed redevelopment project, renewals were put on hold. As a result there was a high level of vacancies at the village as many of the units were not in a condition where it would be appropriate to allow occupation.
15. To date the site has been vacant for approximately 18 months. In making the decision to fully vacate the site at 33 Henderson Valley Road the following measures were put in place to reduce the risk of vandalism:
 - Installation of monitored security alarms in all units;
 - Nightly security patrols;
 - Installation of a security chain across the gate; and
 - Ensuring maximum visibility into the village from the street and neighbouring properties where possible.
16. There have been approximately one to two incidents per week of vandalism at 33 Henderson Valley Road, primarily graffiti and broken windows. This has been monitored and attended to by Council's Security Manager.

Current Capacity and Demand

17. There are currently 24 available units across the HFOA portfolio, with 11 applications in the process of being assessed. There is currently no demand for the remainder of the available units.

Risk of Loss of Service

18. The 30 units located at 33 Henderson Valley Road are currently in an untenable state. This is because of both the size and condition of the units. Due to current condition of this asset base and the proposed redevelopment project, no major work is programmed to be undertaken on these units, and there is no funding allocated for renewals.
19. The cost to upgrade the above mentioned units to a bare minimum standard is estimated to be \$1 million.
20. Demolition of the 30 units in advance of final approvals for construction work on the redevelopment project raises the issue of a potential loss of service from a strategic asset in the interim period. The units have been unavailable for the past 18 months, and during this time all eligible tenants have been catered for, and any loss of service is therefore considered to be a low risk.
21. Final decisions on the implementation of the Village redevelopment project are likely to be made by the new Auckland Council. If there was a significant change in the delivery or priority for this project, it is estimated that complete replacement of the units at 33 Henderson Valley Road could be achieved at a similar cost to that for upgrading the current asset base (\$1 million). It is expected that replacement costs could be minimised through options such as a gradual replacement programme and/or the use of purpose designed pre-fabricated buildings. There is currently no funding allocation for refurbishment of these units, or redevelopment outside of the major redevelopment project and it is envisaged that if this scenario occurred, replacement units would be funded through the budget currently approved for the major redevelopment project.
22. A community hall is also located on the site at 33 Henderson Valley Road, and this is proposed to be included in the demolition contract. A vacant double unit located amongst the occupied units at the 21 Henderson Valley Road part of the village is planned to be converted into a community hall and the cost of this is included in the demolition budget.

Consideration of the Significance Policy

23. HFOA is identified by the Council as a Strategic Asset and is identified within Council's Significance Policy. Any decision to construct, replace or abandon these assets listed must be expressly provided for in the Council's Long Term Council Community Plan 2009-2019. The Wilsher Village redevelopment project has been widely consulted upon as a key issue and project which was approved within the Long Term Council Community Plan 2009-2019. The proposed demolition is a precursor for future construction and replacement of the asset, to prevent a significant arson event and ensure the public health and safety of residents. A Special Consultative Procedure is not deemed necessary to support the proposed demolition works.

Options Identified

24. **Option 1:** Retain the units at 33 Henderson Valley Road until final approvals are provided for construction to commence on the major redevelopment project, and continue with security monitoring, graffiti control, remedial work to damage arising from vandalism, and minor maintenance.
25. **Option 2:** Demolish all units at 33 Henderson Valley Road and secure access between this site and the site at 21 Henderson Valley Road.

26. **Option 3:** Undertake refurbishment on some or all units at 33 Henderson Valley Road, including interior refurbishment to all units, and minor extension to 26 beds units.

Consideration of Community Views

27. Preliminary consultation has taken place with the village residents at regular intervals over the past three years - the most recent update was on 22 December 2009. As long as provisions are in place to provide for shared community facilities, the residents were supportive of the proposed demolition to the vacant half of the Village.
28. The village was identified as a key project in the 2009 Citywide public consultation associated with Council's Long Term Council Community Plan 2009-2019 and this initiative received public support. The Village residents were offered additional support to be involved in the submissions process.

Assessment of Options

Option	Cost	Description	Advantages	Disadvantages
1 Do Nothing	\$3,500 per month (\$63,000 for an estimated 18 months).	Retain all buildings, and continue with reactive maintenance, grounds maintenance, and damage repair and graffiti control.	Maintains the option of refurbishment of existing units at a later date.	Potential for more serious damage to occur and escalating cost to monitor and control.
2 Demolish all units at 33 Henderson Valley Road	\$100,000 plus ongoing maintenance costs of approximately \$500 per month.	Demolish all buildings and community hall. Convert vacant double unit on occupied site into community hall.	Resolution of issues regarding vandalism, and reduction in monthly costs to address these issues. Stage one in clearing the site for redevelopment. Bare land value at least equivalent to value with degraded buildings on-site. Potential interim use of the site (i.e. parking overflow). Asset base in degraded state and complete renewal would be recommended at any rate.	Removes option of upgrading existing units. Low risk of possible future reduction in service capacity during interim period (in advance of major redevelopment project).

Option	Cost	Description	Advantages	Disadvantages
3 Upgrade Existing Units to acceptable standard. Minor extension and full refurbishment on 26 bedsit units. Interior refurbishment on 4 double bedroom units.	\$1,000,000.	Minor extension & interior refurbishment to 26 bedsit units at \$35,000 each. Interior refurbishment to four double units at \$20,000 each and \$10,000 to repair the community hall.	Resolution of issues regarding vandalism and reduction in monthly costs to address these issues. Only full occupancy would return a rental of \$165,000 per annum. Debt could be repaid over a period of 10-15 years.	Due to current lower demand, there is a high potential that vacancies will be difficult to fill, resulting in slower repayment of debt for renewals. Asset base is in a degraded state. Refurbishment under this option would only bring units to bare minimum standards. Preliminary estimates for replacement build (worst case scenario if full redevelopment proposal was deferred) would be at a similar value.

Preferred Option

29. Option 2: Demolish all units at 33 Henderson Valley Road is the preferred option:
- This will resolve issues regarding vandalism, and reduce monthly costs to address these issues;
 - This is part of the programmed work to clear the development, as per the Long Term Council Community Plan 2009-2019;
 - It is envisaged that the bare land value will be at least equivalent to its current value with degraded buildings on-site;
 - There is a potential for interim use of the site (i.e. parking overflow); and
 - Whilst there may be an interim reduction in capacity for service provision, current demands are well able to be met within the remaining HFOA portfolio.
30. This approach has been agreed informally by Councillors and the Village residents.

STRATEGIC CONTEXT

31. Council's strategic priorities that are of particular relevance to the housing arena include Sustainable Development and Safe City. The Social Strategy provides the context for Council's provision of HFOA. The strategy includes the outcome of creating great living places with the Council committed to developing affordable, sustainable and healthy housing. The HFOA contributes to the community outcomes of Strong Communities and Toiora.

CONSULTATION

32. A number of formal reports to Council have been presented since December 2006 (preliminary housing review and project proposals were reported on from April 2005 to June 2006). A Councillors workshop took place in May 2008, a project update and the proposal to demolish the buildings at 33 Henderson Valley Road was presented at an informal meeting of Councillors on 15 December 2009.
33. Representatives from Urban Design and Development, Parks Planning, Legal Services, Resource Management, Consents Services, Heritage, Transport Assets, Transport Strategy and Waitakere Enterprise have been involved in discussions on the preliminary planning for the Wilsher Village Redevelopment project.
34. Numerous special interest agencies (such as Housing New Zealand, Grey Power, LifeMark, the Waitemata District Health Board and other service and housing providers for the elderly) have also been undertaken during the planning phase of the Wilsher Redevelopment project.

RESOURCES

35. A staged demolition and construction approach has always been planned. Now that the entire redevelopment site has been secured, it is an appropriate time to start to prepare the site for its redevelopment. The costs of demolition (and provision for interim shared community facilities) is estimated to be \$100,000 and is provided for within the 2009/2010 Wilsher Village Redevelopment budget of \$1,902,438 (inclusive of tax provisions).

IMPLEMENTATION ISSUES

36. The phasing of development was deliberately designed around the understanding that the units at 21 Henderson Valley Road were in better condition and should provide transitional accommodation for current residents.
37. If demolition work is approved a building consent, tender process and timeline for this work will be undertaken. The units proposed to be demolished are currently vacant and therefore there are no implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

38. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

39. The demolition of this asset is in accordance with project approvals for the redevelopment of the village (approved within the Long Term Council Community Plan 2009-2019), and the disposal of this asset will not have a material impact on the capacity or financial wellbeing of the Council.

Report prepared by: Mark Abbot, Deputy Group Manager: Assets and Tina Hemsworth, Manager: Property Assets.



11 TE ATATU ROAD, TE ATATU SOUTH – ROAD CORRIDOR PROJECT

GLOSSARY

New Zealand Transport Agency	(NZTA)
Te Atatu Road, Te Atatu South – Road Corridor Project	(Te Atatu Road Corridor Project)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval in principle to action the next stage of Te Atatu Road, Te Atatu South - Road Corridor project and start the public consultation, land acquisition process, and detailed design before the end of December 2010.

This report is being presented to the Henderson Community Board meeting on 4 February 2010 for their information.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** Te Atatu Road, Te Atatu South – Road Corridor Project report.
2. **Approve** in principle the preferred option for Te Atatu Road, Te Atatu South - Road Corridor project developed by Council officers (concept design drawings attached), subject to public consultation and detailed design.
3. **Approve** in principle to action the next stage of Te Atatu Road, Te Atatu South - Road Corridor project (concept design drawings attached at pages A8 to A17) and start the public consultation, land acquisition process, and detailed design before the end of December 2010.
4. **Approve** that a recommendation be made to the Long Term Council Community Plan and Annual Plan Committee to allocate a budget of \$500,000 in the Annual Plan 2010/2011 to complete the public consultation and detailed design processes for Te Atatu Road, Te Atatu South - Road Corridor project.

A8-A17

BACKGROUND

Te Atatu Road Studies

1. In 2003 Council commissioned a number of corridor studies dealing with all major arterial roads in the City. One of these studies identified Te Atatu Road corridor as requiring significant upgrade work to address a number of safety and operational issues identified in the study.

2. The section of Te Atatu Road that was identified as needing the most upgrade was between Edmonton Road and Old Te Atatu Road (including all side road approaches), traversing the motorway interchange, together with the section of Edmonton Road between School Road and Te Atatu Road. In 2007 the Old Te Atatu Road intersection was signalised and the project length was reduced in the north to Titoki Street.
3. Concept design work and feasibility analysis (including an initial economic evaluation of the Te Atatu Road Corridor) were completed in 2006. This further work examined possible design options and the economic viability of the project to secure a New Zealand Transport Agency (NZTA) subsidy. The 2006 work also provided a rough order of costs for Te Atatu Road, Te Atatu South – Road Corridor project.
4. Council officers investigated several options and these were reported to a joint meeting of the City Development Committee and the Henderson Community Board in December 2006. At this meeting, it was resolved:
 - “1. That the Te Atatu Road Corridor Improvements – Options Consultation report be received.
 2. That the Te Atatu Road Corridor Improvements – Options Consultation process as set out in the Agenda report be approved.”

2494/2006
5. Building on the previous work, Council commissioned the concept design stage of the Te Atatu Road corridor in 2008. This stage of work included the following:
 - detailed topographical survey of the road reserve and front yards of properties along the Te Atatu Road corridor;
 - identification of all services overhead and underground by means of pilot trenches;
 - updated traffic turning counts at all intersections including the Foodtown supermarket's access points at the Edmonton Road / Te Atatu Road intersection;
 - all technical assessments, such as stormwater assessment, geotechnical investigation / structural analysis, pavement evaluation, shrubs and trees examination, etc;
 - preparation of a bus / high occupancy vehicle lane feasibility study;
 - land acquisition and redevelopment assessment including the potential for urban design improvements in the vicinity of Te Atatu Road / Edmonton Road intersection;
 - identifying ways in which transport safety and efficiency could be improved while providing for commercial and private vehicles, buses, cyclists and pedestrians; and
 - detailed concept design level drawings of the most economically viable and cost effective option meeting the Te Atatu Road corridor project's aims and objectives.
6. The study was completed in March 2009 and has since been placed on hold.

Motorway Interchange

7. In 2008, the NZTA completed its concept design of Te Atatu Road interchange ramp metering project. The design was reviewed by the Council at the time and a protocol was put in place to protect the City's as well as NZTA's interests. The ramp metering project was implemented in mid 2009.

8. Council officers and NZTA personnel discussed Te Atatu Road corridor concept design on a number of occasions throughout 2008 and early 2009. Both parties exchanged concept designs of their respective projects to achieve full design integration.
9. Recently NZTA announced its intention to upgrade the motorway over-bridge at Te Atatu Road to include three lanes in each direction. The project forms an integral part of the Western Ring Road project. It is understood that NZTA is currently in the process of preparing concept designs (incorporating Te Atatu Road corridor concept design) with construction planned to be completed in 2014/2015.

DECISION MAKING

Issues

10. The preferred Te Atatu Road corridor concept design complements the NZTA's Western Ring Road project in many aspects. Generally both projects work together to provide a well connected arterial corridor to the motorway system with adequate provisions for priority traffic (T2, heavy vehicles and buses) at the motorway interchange at Te Atatu Road.
- A8-A17 11. The preferred concept design, option 3b attached at pages A8 to A17, incorporates the following:
 - two through traffic lanes in each direction;
 - cycle lanes in both directions;
 - a 2.5 metre to 3.0 metre wide flush median;
 - a 2.5 metre wide footpath on the west side;
 - new traffic signals at the Edmonton Road intersection;
 - upgraded traffic signals at Vera Road / Jaemont Avenue and Covil Avenue intersections; and
 - two additional lanes north-bound at the approach to the Te Atatu Road motorway over-bridge.
12. The design allows for additional capacity at the motorway interchange with upgrades dealing with safety along the remaining sections of the corridor.

Deferring and / or Staging the Project

13. As noted above NZTA is currently investigating design options for the motorway over-bridge. All options incorporate the Council officers' recommended (or preferred) Te Atatu Road corridor concept design, which allows for substantial widening on the south side of the Te Atatu Road motorway interchange. Council officers are of the view that this project should be programmed to be implemented at the same as the NZTA's interchange project, which is expected to be 2014/2015.
14. The following are the general risks associated with delaying or deferring the Te Atatu Road motorway overbridge project beyond the 2014/2015 period:
 - NZTA's project will require substantial widening on both sides of Te Atatu Road between Royal View Road and the motorway; there are significant cost implications (and operational difficulties) if the southern section of the Te Atatu Road corridor is not completed at the same time;

- problems associated with the Edmonton Road roundabout and lack of appropriate turning facility at Covil Avenue will continue to create gridlocks during most periods not allowing NZTA's motorway interchange upgrades to realise all expected benefits;
 - the south-bound bottleneck in the afternoon / evening peak at the Edmonton Road roundabout will continue to overflow onto the west-bound motorway off-ramp; and
 - the issues of the high accident rate and lack of adequate turning facilities for private accesses will not be resolved or addressed.
15. Another option available to the Council is staging the project so that the section of Te Atatu Road closest to the motorway (from Covil Avenue) may be completed at the same time as the NZTA's proposed upgrades with the remaining sections being upgraded at later stages.
16. The option of staging the project construction is not feasible for the following main reasons:
- the stormwater assessment completed as part of the 2008 work addresses the entire Te Atatu Road corridor; this assessment recommended a number of devices some requiring the full purchase of several properties; it is possible to purchase all required properties for these devices and carry out installation as needed over time; this approach, however, is not advisable as progressive implementation of the system cannot be economically justifiable;
 - the Te Atatu Road corridor project as a whole will require almost all services along the Te Atatu Road corridor to be relocated, placed underground or replaced altogether, staging these works is not economically viable;
 - it is accepted that upgrading the section of Te Atatu Road near the motorway is appropriate during the upgrade of the interchange, however the main traffic issues (safety and capacity) are more pressing at the Edmonton Road intersection; from an economic perspective (to meet NZTA funding criteria) a staging option may not be economically viable as a significant portion of the benefits will be gained at the Edmonton Road intersection; delaying the southern section of the Te Atatu Road corridor may jeopardise its subsidy; and
 - due to the high traffic volumes using the corridor and the motorway interchange, significant disruption to the flow of traffic is expected at every stage of construction; it is most appropriate to develop a traffic management plan for all works combined and carry out construction in a more coordinated manner only once.
17. Should the option of staging or deferring the project be considered for implementation, officers recommend that a process of designation be put in place to protect the corridor for future land acquisition.
18. It is noted that currently the Waitakere District Plan has a 2.88 metre designation along both sides of the corridor between Edmonton Road and the motorway interchange. This will need to be uplifted and replaced to reflect the current concept design as it requires a wider designation up to 7 metres.

Implementation Programme

19. The next stage is to action the implementation programme for the Te Atatu Road Corridor project with approving in principle the recommended option 3b and start the public consultation, land acquisition process, and detailed design before the end of December 2010.

Timeline

20. It is recommended that the following timetable be adopted:

Action	Timeline
Completion of all internal consultation and obtain Council's approval in principle to move into the next stages of public consultation, land acquisition process, and detailed design	End of December 2010
Completion of all external consultation (open days, letter drops, newspaper ads, etc.)	June 2011
Commencement of land acquisition process following Council approval	July 2011 (full extent of this process may take up to two or three years)
Commission and completion of the detailed design stage	End of June 2011
Complete / update the scheme assessment report and economic evaluation for category one funding application to NZTA	End of 2012
Preparation works (services and off-road works)	2012/2013
Commence the construction stage in conjunction with the NZTA project	2013/2014

Table 1: Project Timeline

STRATEGIC CONTEXT

21. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for City travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.
22. The proposed scheme is intended to provide a fully integrated system that caters for all road users equally (cars, trucks, buses, cyclists and pedestrians).

CONSULTATION

23. A number of workshops were held in 2008 to develop the concept design. However attendance was limited to Council personnel (Urban Planning and Design, EcoWater and Transport Strategy), NZTA, Auckland Regional Transport Authority, and Auckland Regional Council. All parties have contributed to the development of the concept design and all have accepted the adopted preliminary scheme as the most viable.

RESOURCES

24. The following are the expected cost estimates (all values in table include contingencies and fees):

	2010/2011	2011/2012	2012/2013	2013/2014	Total
Land acquisition	-	\$3.5 to \$4.4 million	\$4.4 to \$5.5 million	\$0.9 to \$1.1 million	\$8.8 to \$11.0 million

	2010/2011	2011/2012	2012/2013	2013/2014	Total
Construction costs ¹	\$0.5 million	\$0.5 million	\$2.0 to \$2.8 million	\$4.7 to \$6.4 million	\$7.7 to \$10.2 million
Services relocation	-	-	\$1.7 to \$2.7 million	-	\$1.7 to \$2.7 million
Project total	\$0.5 million	\$4.0 to \$4.9 million	\$8.1 to \$11.0 million	\$5.6 to \$7.5 million	\$18.2 to \$23.9 million

Table 2: Cost estimates for the Te Atatu Road Corridor Project

25. These estimates still need to be refined further once detailed design of the preferred option is completed.

IMPLEMENTATION ISSUES

26. Public consultation will need to take various forms to ensure the public is fully informed of the Te Atatu Road corridor project. Due to the significant amount of land acquisition required, Council officers anticipate a lengthy consultation process.
27. Land acquisition and appeal processes may be lengthy and could potentially affect the implementation timeframe if Council resolves to upgrade the corridor to coincide with NZTA's works.
28. Following the formation of the Auckland Council it is possible that priorities will change, which may result in Te Atatu Road corridor project being postponed.

AUCKLAND COUNCIL TRANSITION ISSUES

29. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 section 31(4)(b) imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to adopt or amend a long-term council community plan or to adopt an annual plan.
30. These restrictions do not apply for the purposes of this report, other than it may result in a recommendation from the Long Term Council Community and Annual Plan Committee to approve a financial commitment of \$500,000 in the 2010/2011 financial year for the Te Atatu Road corridor project.

Report prepared by: Hussam Abdul-Rassol, Manager: Transport Services.



¹ Construction cost includes detailed design, land acquisition, consultation and physical works.

12 **STARLING PARK SPORTS CLUB INCORPORATED – NEW LEASE AT STARLING PARK**

GLOSSARY

Starling Park Sports Club Incorporated	(SPSC)
ASB Community Trust	(ASB)
Te Rangi Hiroa Reserve Management Plan	(RMP)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval of the Infrastructure and Works Committee to grant Starling Park Sports Club Incorporated (SPSC) a new lease effective from 1 October 2009 at Starling Park, and to recommend classifying the remaining unclassified parcels of land at Starling Park as recreation reserve under section 16(2A)(a) of the Reserves Act 1977.

This report will also be submitted to the Massey Community Board for their information.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Starling Park Sports Club Incorporated – New Lease at Starling Park report.
2. **Agree** subject to resolution 4 below, that the Chief Executive Officer be authorised to negotiate and conclude with Starling Park Sports Club Incorporated a new lease at Starling Park for the footprint of their new building under section 54(1)(b) of the Reserves Act 1977.
3. **Agree** it be recommended to Council that Lot 88 DP 106953, Lots 87 and 95 DP 129440, Lot 138 DP 87411, Lot 137 DP 87410, Lot 136 DP 87409, Lots 105, 106 and 107 DP 137935, Lot 76 DP 152620, Lot 85 DP 159721, Lot 1 DP 163590 and Lot 58 DP 161434 be classified under section 16(2A)(a) of the Reserves Act 1977 to be held for the purposes of a recreation reserve as defined in section 17 of the Reserves Act 1977.
4. **Note** that resolution 2 above be subject to confirmation by the Auckland Transition Agency.

BACKGROUND

1. SPSC was incorporated in 1990 and its constitution provides that ownership of the SPSC clubrooms and facilities were to be held jointly and equally by Ranui Swanson Soccer Club Incorporated and Waitemata Bears Softball Incorporated (called Ranui-Swanson Association Football Club Incorporated and Waitakere Bears Softball Club Incorporated respectively). Members of SPSC are made up officers and members of both clubs.
2. On 7 July 2004 the Massey Community Board resolved the following:
 - ”2. *That it be recommended to Council that Lot 87, DP 89138; Lot 89, DP 98057; Lot 91; DP 100575 and Lot 89, DP 106953 be classified under Section 16(2A)(a) of the Reserves Act 1977 to be reserves held for the purposes of a recreation reserve as defined in section 17 of that Act.*

3. *That the Chief Executive be given authority to negotiate and arrange execution of a lease with the Starling Park Sports Club Incorporated for the footprint of their building on Starling Park under Section 54(1)(b) of the Reserves Act 1977.”*

1210/2004

3. SPSC currently occupies the site under a five year lease covering the footprint of their former clubrooms that commenced 1 October 2004 with a five year right of renewal. The lease renewal has not yet been executed as SPSC were in the process of obtaining funding for a major redevelopment of their clubrooms following the destruction of their building in an arson attack in 2005. SPSC are now seeking a new lease covering the footprint of the new building for a term of 25 years. That term is outside the term allowed under the Council's Community Leases Policy, but is required to enable SPSC to secure funding.
4. On 15 October 2008, the Finance and Operational Performance Committee resolved as follows:

“The Finance and Operational Performance Committee resolved to:

3. **Approve** a \$1 million contribution to the capital development of the Starling Park proposed facility as a grant to Starling Park Sports Club with the conditions that would be imposed had the grant application been approved through the Leisure Facility Partnership Fund.
4. **Agree** that the Director: Finance continue to develop a Community Grants Policy that formalises the required protection to Council when allocating community funds, while being equitable to both the grant applicant and other external grant funding providers and present this proposed policy to the Policy and Strategy Committee.”

1336/2008

5. On 3 June 2009 the Infrastructure and Works Committee approved the SPSC concept design of the new clubrooms which has a site coverage of 530 square metres and which was submitted to Council for resource consent.
6. Under a proposed Facility Partnership Agreement with Council SPSC will receive \$1 million plus GST set aside in Council's Annual Plan 2008/2009 as a contribution to the development of new clubrooms. Release of the \$1 million will be dependent upon evidence of sufficient funds to cover the full costs of the development being secured. The ASB Community Trust (ASB) has committed to grant \$1 million dependent on a minimum lease period of 25 years being secured. Further funding of \$539,000 confirmed from the Trusts Charitable Foundation means that the SPSC project budget will have been fully raised.

DECISION MAKING

7. Starling Park is classified as a Citywide reserve. As such the Infrastructure and Works Committee has the delegated power to authorise the grant of the lease and to recommend the classification as recreation reserve, notwithstanding that in 2004 it was the Massey Community Board who authorised the granting of the current lease and recommended the classification of the four lots over which SPSC's previous clubhouse was located.
8. It is proposed that a new lease be negotiated and concluded with SPSC for a term of 25 years and that Lot 88 DP 106953, Lots 87 and 95 DP 129440, Lot 138 DP 87411, Lot 137 DP 87410, Lot 136 DP 87409, Lots 105, 106 and 107 DP 137935, Lot 76 DP 152620, Lot 85 DP 159721, Lot 1 DP 163590 and Lot 58 DP 161434 be classified as recreation reserve under the Reserves Act 1977.

Issues

Classification

- A18 9. The existing lease is for that part of Starling Park being part Lot 87, DP 89138; part Lot 89 DP 98057; part Lot 91 DP 100575 and part Lot 89 DP 106953 and marked A on the copy of lease plan attached at page A18. In accordance with the recommendation made by the Massey Community Board on 7 July 2004 these parcels were classified under the Reserves Act 1977 as recreation reserve.
- A19 10. In order to ensure that the entire footprint of the proposed new clubhouse is on land classified as recreation reserve, Lot 88 DP 106953, Lot 138 DP 87411 and Lot 137 DP 87410 are required to be classified. In addition, all of the remaining unclassified parcels of land at Starling Park ought to be classified in accordance with the principle use of Starling Park as a sports field. A plan of Starling Park is attached at page A19 identifying the footprint of the new building in red.

Lease

11. The ASB funding agreement, and therefore Council's funding commitment, cannot be confirmed until Council agrees to grant SPSC a new lease for a sufficiently long term. The proposed term of 25 years is outside the standard provision in the revised Community Leases Policy for leases of 10 years with one right of renewal of five years.
12. The proposed development is ambitious and is a long term investment fitting for a Citywide reserve. The end result will provide enhanced sports and recreation value. Though the Community Leases Policy provides a guideline, under exceptional circumstances a longer term may be granted.
13. The consent of the Minister of Conservation for this lease is not required under section 54(1)(b) Reserves Act 1977 because the Minister's authority is delegated to Council as the administering authority because proposed use is contemplated in Te Rangi Hiroa Reserve Management Plan (RMP). Whilst the use is an existing use and similar in character, it is hoped that the effects of the use will be greater in scale in accordance with the RMP policy of improving the range and quality of facilities for recreation by, among other things, improving and upgrading the sports facilities as appropriate to the Citywide status of Starling Park.
14. Public notice is not required under section 54(2) Reserves Act 1977 for the reasons in paragraph 13. above. The proposal is in conformity with and contemplated by the RMP.

STRATEGIC CONTEXT

15. Through the Social Strategy the Council outlines its commitment to undertaking initiatives that will contribute to making Waitakere a safe, informed and healthy place to live and connects communities and neighbourhoods. Through the adoption of First Call for Children, the Council has also stated its commitment to proactively supporting children, young people and their families in Waitakere. Direct financial assistance to organisations providing facilities and activities to get people more active, assists the Council's commitment to these policies.
16. New leisure facilities support opportunities for residents to participate in sport and/or physical activity.

CONSULTATION

17. Council's Lease Assessment Group has been consulted and is agreeable to the proposal.
18. The Community Relations officer; Statutory Management of the Department of Conservation has been consulted regarding classification of those unclassified parcels at Starling Park. The Community Relations officer confirmed which parcels have yet to be classified under section 16(2A) of the Reserves Act 1977, and recommended they be classified.

RESOURCES

19. No Council resources will be required to implement the new lease or to complete the classification of Starling Park under the Reserves Act 1977, other than staff time.
20. The granting of a new lease is not dependent on funding, but funding from both outside and from Council is dependent upon a long term lease as proposed being granted. Council is providing \$1 million and release of this is dependent upon evidence of sufficient funds to cover the full costs of the development being secured. \$1 million from ASB is available subject to a long term lease being granted. Further funding of \$539,000 confirmed from the Trusts Charitable Foundation means that the project budget will have been fully raised.

IMPLEMENTATION ISSUES

21. It will be necessary for the Auckland Transition Agency to confirm the granting of a new lease to SPSC for a term of 25 years prior to implementation.
22. Those parcels of land at Starling Park which have yet to be formally classified under the Reserves Act 1977 will need to be classified as recreation reserves and the Department of Conservation notified.
23. Following the above steps it is recommended that the Chief Executive Officer be delegated the authority to negotiate terms and conclude the new lease.

AUCKLAND COUNCIL TRANSITION ISSUES

24. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities in respect of section 31(1)(b)(ii) and (4)(i). The proposed new lease is a contract that will continue to impose obligations on the Auckland Council after 30 June 2011, and the cumulative consideration being the rent received by Waitakere City Council and late the Auckland Council, may well exceed \$20,000 by 2012. The term is to be for 25 years and the annual rent will be at least as much as is currently being paid (\$633 plus GST). With provision for rent reviews in the lease, the total rent may well exceed \$20,000 over 25 years. The term is outside of the new Community Leases Policy which was approved in writing by the Auckland Transition Agency on 11 December 2009.

Report prepared by: Stephanie Willcox, Community and Reserves Lease Officer.

